

<b>1. DATE - TIME GROUP</b> 12 April 53 12/2310Z	<b>2. LOCATION</b> Sweetwater, Nevada
<b>3. SOURCE</b> Military	<b>10. CONCLUSION</b> AIRCRAFT
<b>4. NUMBER OF OBJECTS</b> Ten	Objects were observed over Sweetwater Airport where no radio facilities were available. Although the observers reported seeing no a/c in the area, it is believed that objects were a/c (prob
<b>5. LENGTH OF OBSERVATION</b> 2 Minutes	<b>11. BRIEF SUMMARY AND ANALYSIS</b> color, maneuvers, & distance at which observed.
<b>6. TYPE OF OBSERVATION</b> Air-Visual	Ten round flat metallic colored objects, changing formation traveled at an unestimated high rate of speed on a heading of approx 110 deg at an estimated altitude of 7500 ft. Objects
<b>7. COURSE</b> ESE - WNW	passed under right nacelle of a/c & pilot turned to right in a tight 300 deg turn to enable a better observation of the objects. Objects were then observed making a right turn of considerably
<b>8. PHOTOS</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	greater radius than that of the C-47 & lower than when first observed. Observed for approx 120 deg of their turn & disappeared on heading of approx 300 deg.
<b>9. PHYSICAL EVIDENCE</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	/

# U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

12 APRIL 1953  
Day Month Year

2. Time of day: 15 10  
Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern  
b. Central  
c. Mountain  
d. Pacific  
e. Other \_\_\_\_\_

(Circle One): a. Daylight Saving  
b. Standard

4. Where were you when you saw the object? OVER SWEETWATER AIRPORT, NEVADA.

Nearest Postal Address

City or Town

State or Country

Additional remarks: IN A C-47 ENROUTE FROM LONG BEACH CALIF TO  
STEAD AFB RENO, NEVADA.

5. Estimate how long you saw the object. \_\_\_\_\_  
Hours Minutes Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain  
b. Fairly certain  
c. Not very sure  
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight  
b. Dull daylight  
c. Bright twilight (SLIGHTLY HAZY)  
d. Just a trace of daylight  
e. No trace of daylight  
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you  
b. In back of you + TO THE RIGHT  
c. To your right  
d. To your left  
e. Overhead  
f. Don't remember

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

N/A

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

GROUND CONSTITUTED THE BACKGROUND.

(Circle One):

a. Yes

b. No

c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?

b. Several blocks away?

c. A block away?

d. Several yards away?

e. Other \_\_\_\_\_

N/A.

11. Did the object:

(Circle One for each question)

- a. Appear to stand still at any time?
- b. Suddenly speed up and rush away at any time?
- c. Break up into parts or explode?
- d. Give off smoke?
- e. Change brightness?
- f. Change shape?
- g. Flicker, throb, or pulsate?

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

Yes

☒ No

Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One):

Yes

☒ No

Don't Know.

IF you answered YES, then tell what

it moved behind: \_\_\_\_\_

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One):

Yes

☒ No

Don't Know.

IF you answered YES, then tell what

it moved in front of: \_\_\_\_\_

14. Did the object appear: (Circle One):

a. ☒ Solid?

b. Transparent?

c. Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

e. Binoculars

Yes

No

b. Sun glasses

Yes

No

f. Telescope

Yes

No

c. Windshield

☒ Yes

No

g. Theodolite

Yes

No

d. Window glass

Yes

No

h. Other \_\_\_\_\_

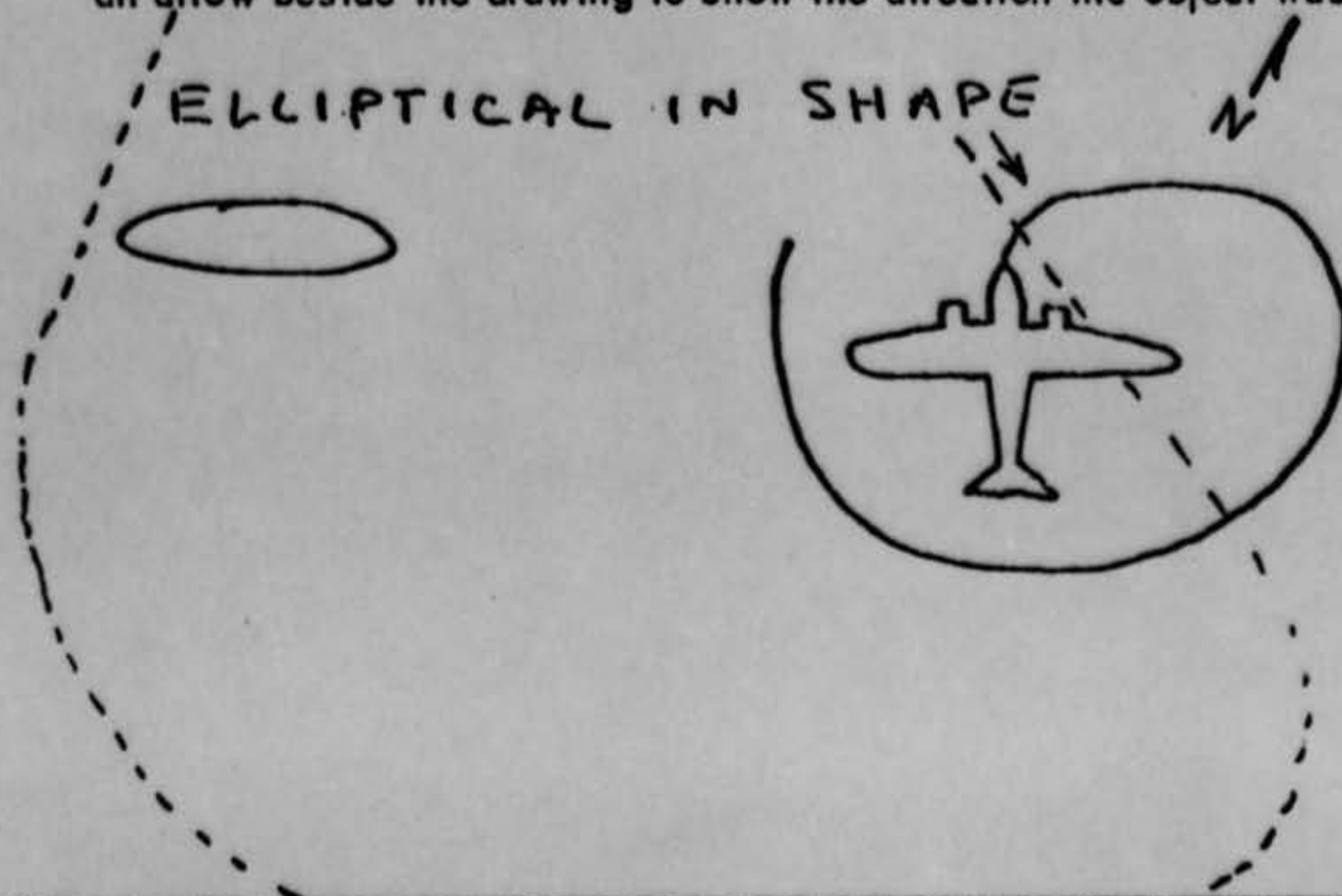
16. Tell in a few words the following things about the object.

a. Sound NONE

METALLIC

b. Color GRAY CHANGING TO BLACK AS DISTANCE BECAME GREATER

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



SOLID LINE - PATH OF  
OBSERVING  
AIRCRAFT

DOTTED LINE - PATH  
OF OBJECTS

DISTANCE NOT TO  
SCALE.

18. The edges of the object were:

- (Circle One): a. Fuzzy or blurred  
b. Like a bright star  
c. Sharply outlined  
d. Don't remember

e. Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

19. IF there was MORE THAN ONE object, then how many were there? 9 or 10  
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

CHANGING LOOSE FORMATION.

SEE 17

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

SEE 17

OBJECTS WERE IN A ~~HA~~ DESCENDING TURN.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.  
15 TO 25 feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

- a. Head of a pin  
b. Pea  
c. Dime  
d. Nickel  
e. Quarter  
f. Half dollar

- g. Silver dollar  
h. Baseball  
i. Grapefruit  
j. Basketball  
k. Other \_\_\_\_\_

- 22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain  
b. Fairly certain

- c. Not very sure  
d. Uncertain

23. How did the object or objects disappear from view? FADED AWAY BY BLENDING  
INTO THE BACKGROUND OF HILLY TERRAIN.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

METAL, 15 FEET DIAMETER, ELLIPTICAL,

25. Where were you located when you saw the object?  
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other \_\_\_\_\_

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other \_\_\_\_\_

27. What were you doing at the time you saw the object, and how did you happen to notice it?

LOOKING OUT THE RIGHT SIDE WINDOW OF THE COCKPIT OF  
A C-47. OBJECTS FLASHED BY BELOW BETWEEN THE NOSE  
SECTION AND RIGHT ENGINE NACELLE.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- |              |              |              |                     |
|--------------|--------------|--------------|---------------------|
| a. North     | c. East      | e. South     | g. West             |
| b. Northeast | d. Southeast | f. Southwest | h. <u>Northwest</u> |

28.2 How fast were you moving? 140 miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- |                     |              |              |              |
|---------------------|--------------|--------------|--------------|
| a. North            | c. East      | e. South     | g. West      |
| b. <u>Northeast</u> | d. Southeast | f. Southwest | h. Northwest |

30. What direction were you looking when you last saw the object? (Circle One)

- |                     |              |              |                     |
|---------------------|--------------|--------------|---------------------|
| a. North            | c. East      | e. South     | g. West             |
| b. <u>Northeast</u> | d. Southeast | f. Southwest | h. <u>Northwest</u> |

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

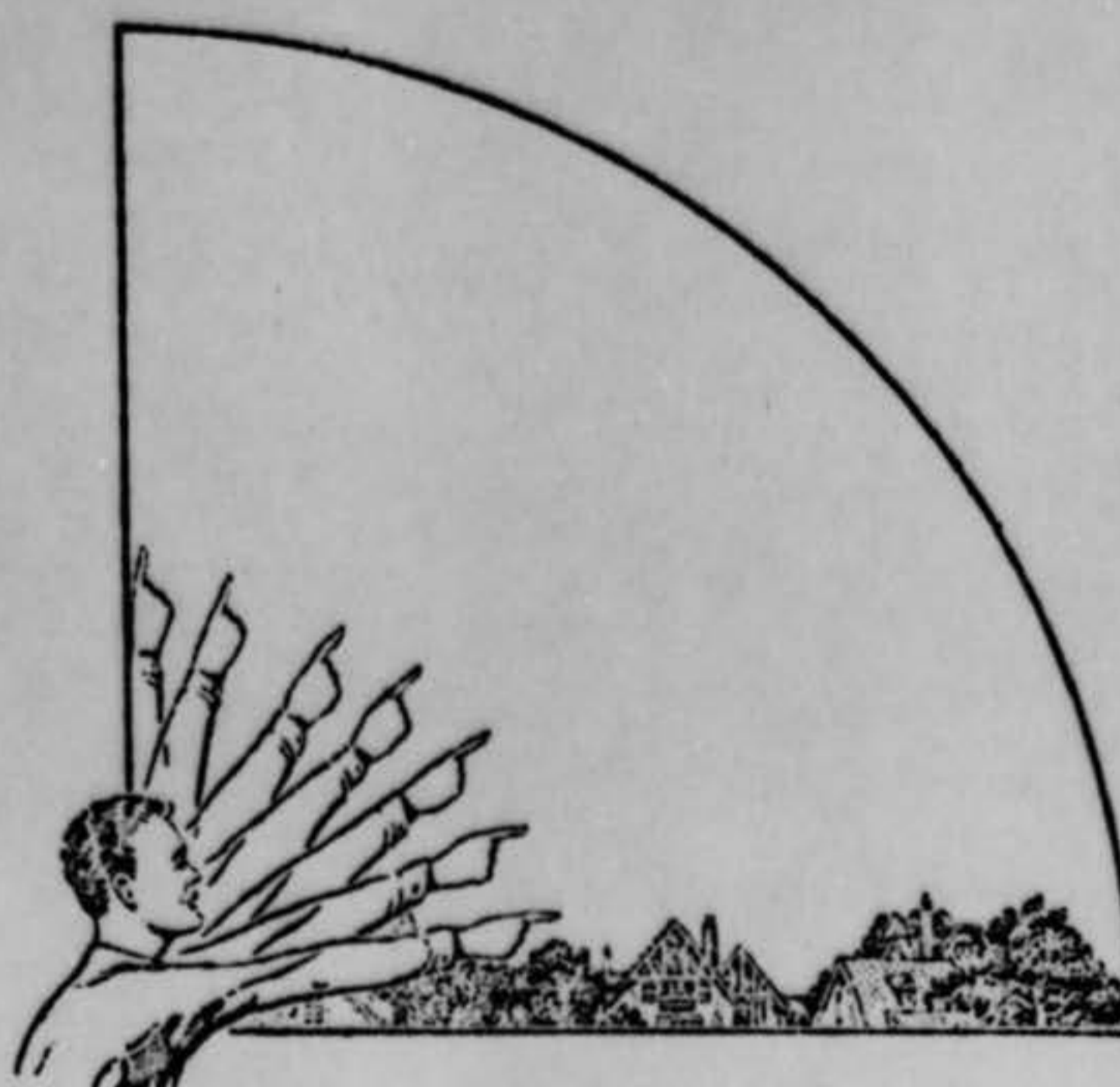
31.1 When it first appeared:

- a. From true North 30 degrees.
- b. From horizon 10-20 degrees. DOWN.

31.2 When it disappeared:

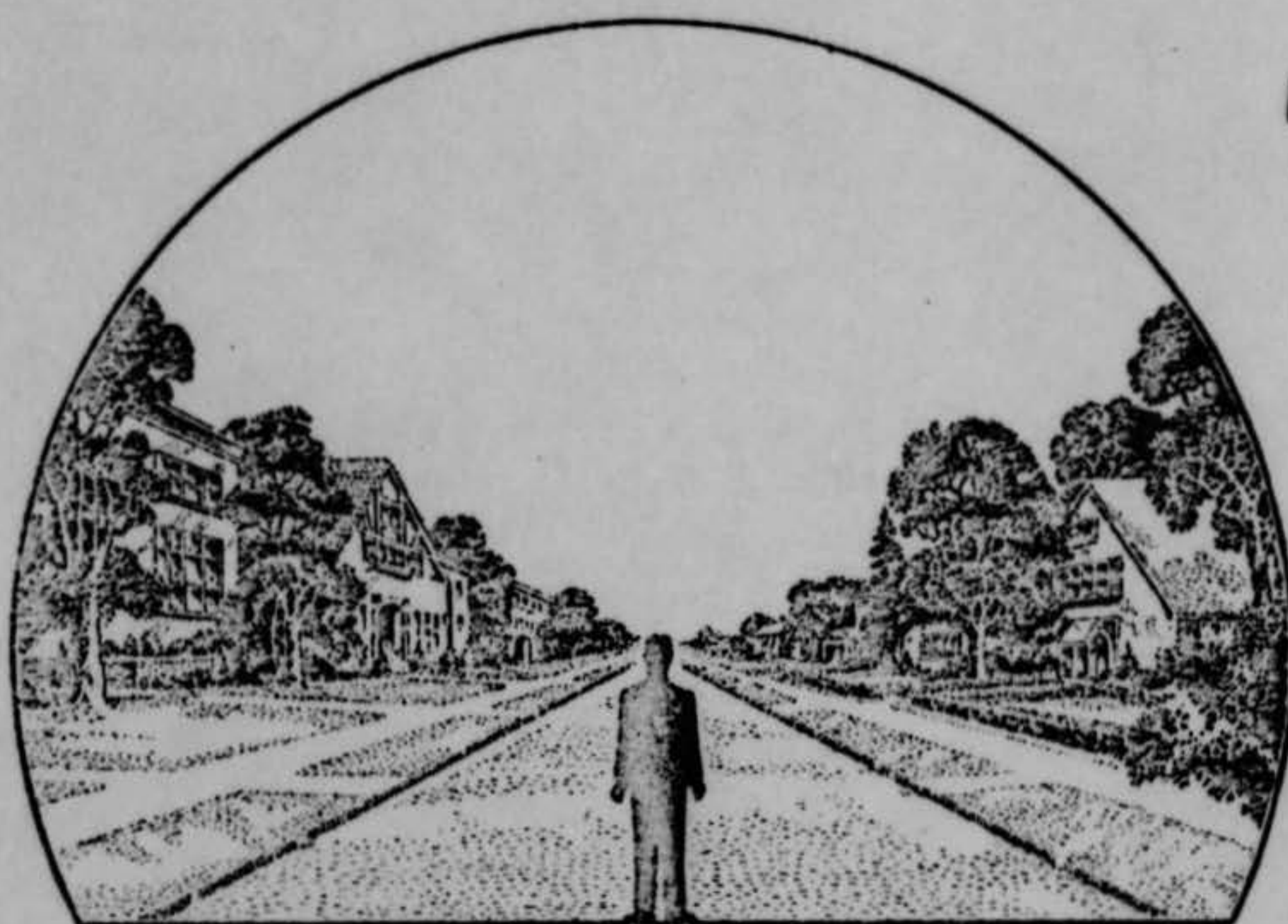
- a. From true North 30 degrees.
- b. From horizon 30-40 degrees. DOWN.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.

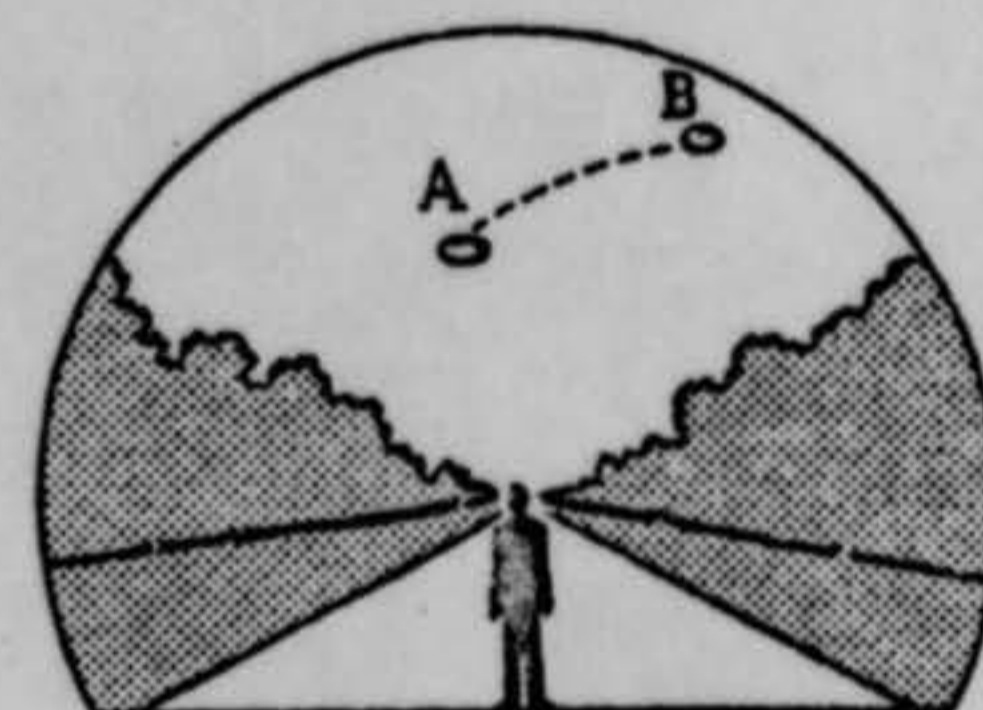


N/A

33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



N/A



34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds, HIGH THIN
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

12 APRIL 1953  
Day Month Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

2/LT [REDACTED], STEAD AFB, RENO, NEVADA.  
2/LT [REDACTED], STEAD AFB, RENO, NEVADA.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

38. In your opinion what do you think the object was and what might have caused it?

UNKNOWN.

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate?

500 KNOTS  
m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was?

DISTANCE VARIED FROM  
1 - 5 MILES

\_\_\_\_\_ feet.

41. Please give the following information about yourself:

NAME

\_\_\_\_\_  
Last Name

\_\_\_\_\_  
First Name

\_\_\_\_\_  
Middle Name

ADDRESS 8TH AIR RESCUE SQUADRON

Street

STEAD AFB

City

RENO

Zone

NEVADA

State

TELEPHONE NUMBER \_\_\_\_\_

What is your present job? FLIGHT COMMANDER 'A' FLIGHT

Age 38

Sex MALE

Please indicate any special educational training that you have had.

a. Grade school \_\_\_\_\_

e. e. Technical school PILOT TRAINING

b. High school \_\_\_\_\_

(Type) #

c. College 2 YEARS

f. Other special training \_\_\_\_\_

d. Post graduate \_\_\_\_\_

42. Date you completed this questionnaire:

12  
Day

JUNE  
Month

1953  
Year

**U. S. AIR FORCE TECHNICAL INFORMATION SHEET**  
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED]  
(Please Print)

(Do Not Write in This Space)

SIGNATURE [REDACTED]

CODE:

DATE 12 June 1953

Flying a C-47 at 10,500 feet MSL, I was seated in the right seat looking out the side window. Something flashed by between the nose section and right engine below the ship. I took over control and made a steep turn to the right. I picked up the objects after approximately 90° of turn. They were in a large sweeping right turn and descending. There were approximately 10 of the objects and were in the air in a loose, changing formation.

They appeared roundish in shape and dark in color. As the distance became greater between us and the objects, they turned darker. As we <sup>continued</sup> turning to the right, the objects were between us and the sun and the sun's rays were reflected off for a few seconds.

The estimate of the speed of the objects was arrived at by our <sup>radius & speed</sup> speed in a steep turn at 140 miles per hour and the radius of turn of the objects.

The two other observers were Lt. John Cripe, pilot, flying in the left seat and Lt. Frank White, navigator, standing between Lt. Cripe & myself. They picked up the objects without my pointing them out.

At all times during the observation, the objects were at a less altitude than we were and were between us and the ground.

As we completed our turn of approximately 360° and resumed our course, the objects blended into the background of hilly country and disappeared from sight. on approximately the same heading as we were flying.

Sweetwater, Nevada

UNCLASSIFIED 12 April 1953

I. DESCRIPTION

At 1510 hours PST, ten round flat metallic colored objects changing formation traveled at an estimated high rate of speed on a heading of 110° at an estimated altitude of 7,500 ft. No trail, sound, or exhaust were noted. Objects passed under the right nacelle of the observers' C-47 type aircraft, and were observed by the co-pilot. He took control of the C-47, and turned to the right in a tight 300° turn for a better view of the objects. Objects were then picked up unassisted by two more members of the crew. The objects were observed in a right turn of greater radius than that of the C-47, and at a lower altitude. The objects were observed for approximately 120° of their turn, and disappeared on a heading of 300°. Observers were unable to estimate the speed of the objects because of the distance and the objects' large radius of turn.

II. DISCUSSION

No aircraft were observed in the area and the pilot reported no radio facilities at Sweetwater Airport. No report was made until landing at Stead AFB, Nevada. Weather at the time of sighting was slightly hazy, visibility 30 miles. Although the observers reported seeing no aircraft in the area, it is believed that the objects were aircraft (probably trainers) because of the color, maneuvers, and distance at which they were observed.

III. CONCLUSION

Possibly aircraft.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

# THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President

COLUMBUS 10

EMERSON McMILLIN OBSERVATORY

19 May 53

1st Lt. Robert Olsson  
Wright-Patterson AFB.

Dear Lt. Olsson;

This is a belated report on the last batch which I received at the end of April.

Just as soon as our plans for employing Miss [redacted] officially go through, I shall be able to send you a sheet with comments on each individual case, so that you will have my comments on each folder. The letter method ~~is~~ has obvious drawbacks. But until that time comes and she can handle my typing and completion of forms, I had better stick to this letter method.

In this latest batch we have only 4 really interesting cases. I might mention a 5th, 28 March 53, Scott AFB, which is the 1st report I've seen of an honest to goodness mirage. 6 Cases have only one observer and I'm following my usual rule of discounting those.

8 April was a meteor.

The Great Falls 3 April case was Venus if reported times was in error.

28 March Albroom AFB was probably Venus.

31 March Honshu, and 30 March Lyle, Wash., are puzzling but could possibly have been balloons.

~~The 8 April~~ Greenland case was an obvious meteor.

This brings us to the interesting cases:

25 March San Antonio could hardly have been a mirage and I'm surprised there was no radar pickup. Was there any aircraft like helicopters that might explain this. Anything more come in on this one? Don't think this is good enough for a pinch-bottle but it should be listed as Nocturnal meandering light.

29 March Spooner, Wisc: Duration times needs checking here. Hard to believe that object could have done all that in 15 seconds. An interesting case and one of the regular questionnaires should be sent to Mr. Gillette.

Next is the 12 April Stead AFB. I think this is the most interesting case of the batch, and I hope you receive more dope on it. Questionnaires should be sent. I'd like to see Menzel explain this one! Is there any possibility that these could have been aircraft? Apparently ducks have been eliminated.

As for the 26 March, Equasseur AFB although NML, the data are contradictory and insufficient. Perhaps this was a helicopter? We ought to have much more information on this one. Has this been received?

*Sincerely,  
Allen Hyatt*

ACTION

UNCLASSIFIED

1. Atr  
2. Atr  
3. C. files

14 APR 1953 08:00Z

14 APR 1953

ATTACHED

INFOR

1953 APR 14

08:00

WPG021

YMA031

XYC055

XMA039

CXB065

JWPNV 012

RR JEPHQ JEDWP JEDEN JWPML JEDMH 555

DE JWPNV 12N

R 132326Z ZNJ

FM COCOMPWG3904 STEAD AFB NEV

TO JEPHQ/HQ USAF WASHINGTON 25 DC

JEDNP/ATIC WRIGHT PATTERSON AFB OHIO ✓

JEDEN/ENT AFB COLO SPGS COLO

JWPML/COMGEN WADC HAMILTON AFB CALIF

JEDMH/CGSAC OFFUTT AFB NEBR

UNCLASSIFIED

██████████ ID 2272. FLYOBRPT . FOR DIRECTOR OF INTELLIGENECE,  
FOR ATTIAA -2C. OBJECTS OBESERVED WERE ROUND AND FLAT . SIZE OF A FLYING  
T-6, METALLIC IN COLCR , TEN IN NUMBERGN IN LOOSE, CHANGING FORMATION  
NO TRAIL OR EXHAUST .UNABLE TO ESTIMATE EXTREMELY HIGH SPEED OF OBJECTS  
BECAUSE OF DISTANCE AND OBJECTS LARGE RADIUS OF TURN. NO SOUND. C-47  
TURNED TO RIGHT IN TIGHT 300 DEGREE TURN TO BETTER OBSERVE OBJECTS THAT  
PASSED UNDER RIGHT NACELLE HEADED APPROXIMATELY 110 DEGREES. OBJECTS  
AGAIN PICKED UP WERE IN A RIGHT TURN OS CONSIDERABLY GREATER RADIUS  
THAN THAT OF C-47 AND OBSERVED FOR APPROXIMATELY 120 DEGREES OF TURN  
UNTIL DISAPPEARED AT APPROXIMATELY 300 DEGREES. TIME LAPSE FROM INITIAL

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

PAGE TWO JWPNU 10N

OBSERVATION TO DISAPPEARANCE APPROXIMATELY TWO MINUTES. OBJECTS WERE OBSERVED AT 1512 PACIFIC TIME , 12 APRIL 1953.

OBSERVATIONS WERE VISUAL FROM C-47, NO 3133, AT 12,500 FEET MSL, FLYING 140 MPH, DIRECTLY OVER SWEETWATER AIRPORT, COORDINATES 38 EQN-119 12W ON 300 DEGREE HEADING. OBJECTS WERE HEADED 110 DEGREES. WHEN FIRST OBSERVED IN FLASH BENEATH C-47 OBJECTS WERE HIGHER THAN AFTER 360 DEGREE TURN OF C-47. COMPOSITE ALTITUDE ESTIMATE WAS 7500 FEET MSL BUT MAJ PADELFORD ESTIMATES ONLY 1500 FEET ABOVE TERRAIN. OBSERVERS WERE MAJ FRED G. PADELFORD, 2D LT FRANK E. WHITE, AND 2D LT JOHN CRIPE OF 8TH AIR RESCUE SQUADRON, STEAD AFB. WITNESSES ARE ESTIMATED TO BE USUALLY RELIABLE AND UNINTERPRETED OBSERVATION IS ESTIMATED AS PROBABLY TRUE. MAJ PADELFORD IS FLIGHT CO OF "A" FLIGHT, 8TH ARS WITH THIRTEEN YEARS SERVICE. HE TOOK OVER CONTROL WHEN OBJECTS FLASHED BENEATH C-47 AND INITIATED 360 DEGREE RIGHT TURN. HE FELT THAT SPEED OF OBJECTS WAS TOO FAST FOR DUCKS. OTHER CREW MEMBERS LOCATED OBJECTS UNASSISTED REPEAT UNASSISTED AFTER RIGHT TURN. NO FURTHER QUESTION IN OBSERVERS' MINDS OF DUCKS. WINDS ALOFT UNKNOWN, WIND IN GENERAL FROM WSW AT TWENTY KNOTS. TURBULENCE MILD. WEATHER CLEAR WITH A FEW HIGH SCATTERED CLOUDS. VISIBILITY MORE THAN THIRTY MILES WITH EXTREMELY THIN HAZE THE ONLY RESTRICTION. NO EARLIER RADIO OR TWX REPORT. NO ADDITIONAL INFORMATION AVAILABLE. NO REPORT FOLLOWS

14/0000Z APR JWPNU

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af1

ROUTING

## JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

CG ATIC

TO: CG 5504th CGP HQ FIELD AT BASE NEVADA

INFO:

FROM: AFDIN-ATIAE-1-10-N

UNCLASSIFIED

Reurmsg ID 2272 regarding visual sighting of ten (10) unidentified aerial objects by three (3) Air Force pilots on 12 Apr 53 at 1510 PST in the vicinity of Sweetwater, Nevada. Project Blue Book requests you submit an Air Force Form 112 as prescribed in Air Force Letter 200-5, with special attention to the following items: 1) Were there any aircraft in the area at the time of the sighting? 2) Did the winds aloft coincide with the movement of the objects? 3) Were there any unusual conditions or phenomena which could have caused such a sighting? 4) Did the sources check with the Sweetwater Airport for any evidence of phenomena in the air?

In reply cite Project Blue Book.

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

COORDINATION:

DRAFTER'S NAME (and signature, when required)

A/IC M. GILLESPIE/Jos

60365

SYMBOL

TELEPHONE

SECURITY CLASSIFICATION

PAGE 1 OF 1 PAGES

RELEASING OFFICER'S SIGNATURE

ROBERT C. BROWN, Major, USAF  
Air Adjutant General

OFFICIAL TITLE

DD FORM 173

REPLACES NME FORM 173, 1 MAY 42  
WHICH MAY BE USED.

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5

ACTION

UNCLASSIFIED

24 APR 1968

ATIC

APR 23

AD387

WP3896

XYC117

KXB374

CXE393

JWPNV 335

RR JEDWP

DE JWPNV 21B

R 222318Z ZNJ

FM COCONPWC 3924 STEAD AFB NEV

TO CG ATIC WRIGHT PATTERSON AFB OHIO

[REDACTED] ID 2476. PROJECT BLUEBOOK. FOR AFOIN-ATIAE.

REURMSG AFOIN-ATIAE-4-10-E REPORT FORWARDED THIS DATE AS PRESCRIBED IN  
AFL-200-5

23/0001Z APR JWPNV

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

6

cyf/

USA

3904-1-53 UNCLASSIFIED

FLYOVERPT

33/31N-119/12W

3904th Comp Wg, Stead AFB

, Reno, Nevada

21 April 1953

12 April 1953

B-2

Capt. John V. Ruppensburg

Flt "A", 8th ARS, 3904th Comp Wg

TWX 3904th CW ID 2272 dtd 13 Apr 53

1. Report of approximately ten (10) unidentified Aerial objects observed by C-47 crew on 12 April 1953 over Sweetwater, Nevada.
2. Significance of sighting cannot be determined. Qualifications of principal observer are significant.

JOHN V. RUPPENSBURG  
Captain, USAF  
Deputy Director of Intelligence

1

7

AF Form 112—Part II

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

D/I, Hq USAF, Washington D.C. 1 Copy  
Chief, ATIC, ATTN: ATIAA, Wright-Patterson AFB, Ohio (Info copy)  
File, 1 copy

UNCLASSIFIED

[REDACTED]

UNCLASSIFIED

3904th Comp Wg, Stead AFB

3904-1-53

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1. Crew of C-47 Aircraft #3183 on DVFR flight from Long Beach, California to Stead AFB, Reno, Nevada 12 April 1953 flying at 10,500 feet heading 300 degrees at 140 miles per hour, visually observed approximately ten (10) unidentified objects directly over Sweetwater Airport (39°31'N-119°12'W) heading approximately 110 degrees at about 7500 feet MSL (composite estimate). Time of sighting 1510 Pacific Time. Observers were Major Fred G. Padelford, 2nd Lt Frank E. White, and 2nd Lt John Gripe, all assigned to 8th Air Rescue Squadron, Stead Air Force Base, Reno, Nevada.

2. Objects passed under right nacelle of C-47 and were observed by Major Padelford. He took over control of C-47 and turned to right in tight 300 degrees turn to enable better observation of objects. Objects were then picked up unassisted by two other observers. Objects were observed to be making a right turn of considerably greater radius than that of the C-47 and were lower than when first observed. Objects were observed for approximately 120 degrees of their turn and disappeared on heading approximately 300 degrees.

3. Objects were round and flat, estimated size of a flying T-6 aircraft, metallic in color and in a loose, changing formation. No trail or exhaust was observed; no sound was heard. Observers were unable to estimate extremely high speed of objects because of distance and objects large radius of turn.

4. No aircraft were observed in the area and pilot reports no radio facilities at Sweetwater Airport. No report was made until landing at Stead AFB, Reno, Nevada.

5. Weather in the area was slightly hazy with scattered clouds and visibility 30 miles. Winds at 10,500 feet were WSW at 20 knots—turbulence mild.

COMMENTS:

1. Major Padelford is Flight CO of "A" Flight, 8th ARS and has 13 years' service.

2. It is the opinion of the crew that there were no unusual atmospheric conditions which could have caused such a sighting.

ROBERT E. WORK  
Lt Col, USAF  
Director of Intelligence

11-1-53 05 11

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

[REDACTED]

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AIR TECHNICAL INTELLIGENCE CENTER  
WRIGHT-PATTERSON AIR FORCE BASE  
OHIO

5 June 1953

*Multiple*

*12/15/0.  
SWEETWATER, NEVADA*

Major F. G. Padelford  
8th Air Rescue Squadron  
Stead Air Force Base  
Reno, Nevada

Dear Sir:

Your recent report of unidentified aerial phenomena has been received by the Air Technical Intelligence Center. Inclosed is a questionnaire, which, when completed by you and returned in the inclosed, self-addressed envelope, will aid in standardizing the data and will provide a complete record of the occurrence.

Your interest in reporting the matter and your public spirited desire to be of service are greatly appreciated.

Sincerely yours,

*Barbara P. Hanawalt*

BARBARA P. HANAWALT  
1st Lt, USAF  
Assistant Adjutant

- 2 Incls  
1. Questionnaire  
2. Envelope

(5 June 53)

*1ST IND.*

HEADQUARTERS, EIGHTH AIR RESCUE SQUADRON, Stead Air Force Base, Reno, Nev

TO: COMMANDER, AIR TECHNICAL INTELLIGENCE CENTER, Wright-Patterson,  
Air Force Base, Ohio

Basic complied with.

FOR THE COMMANDER:

*Fred G. Padelford*  
FRED G. PADELDFORD  
Major., USAF